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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SUBJECT ✓ Merchant Ship Traffic and Shipyard  
✓ Installations in Rostock/Warnemuende

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Shipping Traffic

1. The traffic between Rostock and/or Wismar and the Soviet ports on the Baltic was maintained by the following Soviet merchant ships: Kiya of 2,500 tons; General Bagramian of 2,900 tons; Elets of 2,900 tons; Matros Zheletsniak of 2,900 tons; Andre Barbusse of 3,000 tons and Jose Dias of 2,800 tons. (1) They arrived in Rostock and/or Wismar each week and remained in the harbor for two days as a rule. In Rostock, wheat was discharged. The return freight was carried to Soviet harbors, mostly Koenigsberg, and consisted of cement in bags and cables on large reels. In Rostock the goods were transshipped in railroad cars; in Wismar part were transshipped to railroadcars and part to barges.
2. The Finnish ships Wilke and Inger, trading under Soviet charter, also called at Rostock once a week. (2) The Wilke was 3,000 tons. She departed last from Rostock to Leningrad on 20 April 1950, her cargo consisting of 2,000 tons of cement and 650 tons of cables. The Inger was 3,000 tons. These steamers carried sheet iron from Leningrad and Riga. Their return freight was cement and cables.
3. Superphosphate was discharged in Rostock from 10 ships between 1 and 31 January 1950, from 12 ships between 1 and 27 February 1950 and from 8 ships between 1 March and 1 April 1950. General Bagramian with 2,500 tons of oats, Andre Barbusse with 1,900 tons of unidentified cargo and Kiya with 3,250 tons of wheat, all from Koenigsberg, were unloaded in Rostock on 1 April 1950. Grain was unloaded there from the Griboyedov on 17 May 1950. (3)
4. The arrival of S.S. Nogat and the S.S. Sundval was announced in Rostock on 1 April 1950. (4) The two steamers were said to arrive from western ports with an aggregate cargo of 1,070 tons of artillery range finders. (5) The arrival of the S.S. Skane with a superphosphate cargo of 1,840 tons and of the S.S. Wibe with a superphosphate cargo of 900 tons were also announced in Rostock on 1 April 1950. (6)

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5. Between 27 February 1950 and 1 April, ship loads of pressed rags arrived from Holland every other day.
6. Exports had increased steadily since February 1950. A contract for 120,000 tons of briquettes was concluded between Denmark and Sweden on the one hand, and the Denmark on the other hand late in March. Of this total, 80,000 tons were destined for Denmark and 40,000 tons for Sweden. If possible the transshipment was to be divided equally between the harbors of Rostock and Warnemunde.
7. In February 1950 about 40 to 50 tons of 10-mm sheet iron were dumped on the quay above the ferry to Gehlsdorf. The shipment had arrived from Belgium. Longshoremen stated this sheet iron was transported to the Neptun Shipyard in March 1950.
8. On 17 May 1950 numerous freight cars carrying large boxes and cross-bars for poles which carry high-voltage lines were observed on nearly all unloading tracks of the commercial harbor. The inscription on the boxes read "Rasno-Export, to be shipped to Moscow."

Neptun Shipyard, Rostock

9. In the Neptun Yard's forward dock, which is used for repairs, a German freighter was being fitted with a propeller. On the slip were four drifters. Shipyard workmen said that every sixth day a drifter was launched, but only the hulls, without interior fittings or deck superstructures, were completed. On the slip there was also a German trawler. In front of the slip installation two outmoded Soviet coast-defense patrol craft (monitors) were berthed. Each was estimated at 200 to 300 tons. The guns were removed.
10. A former German mine sweeper of the 1935 type lay opposite the floating dock alongside the fitting-out quay.  Four former German mine sweepers of the Rotterdam type are also berthed alongside the fitting-out quay. The boats were already undergoing their steam trials and were being painted. The crews were on board. The first trial runs were to take place in May 1950. The old German radio equipment was still on board; it consisted of 200-watt long-wave and short-wave transmitters of the Lorenz-Mim and a broadcast set with 20-watt amplifiers. Shipyard workers stated that the vessels would get their guns and sweeping equipment in Swinemunde or Koenigsberg.
11. Three German destroyers of the Harvik class, built during the war in the Neptun Yard and later raised from the sea, were concealed behind the dock. These vessels were also without armament. The range-finding instruments had all been converted to the Soviet pattern. Two of the destroyers finished their first trial run and were soon to be taken to Swinemunde. (7)

Warnemunde Harbor

12. At Warnemunde harbor the Danish two-masted sailers Doriana and Dejroe each discharged about 100 tons of fish on 17 May 1950. The West-German S.S. Fehmarn was in the harbor without cargo. A large crane was being erected in the commercial harbor. In the fishing harbor were 36 fishing cutters, two of them from Western Germany.
13. Lithuanians and Estonians who had been repeatedly in Warnemunde as members of navigating parties of seiners and of type D-18 fishing cutters stated that the majority of these vessels went straight to Leningrad, whence they proceeded to Archangel via the White-Sea Canal. There the cutters were taken aboard Soviet steamers and carried as deck cargo to the east coast of Siberia. In addition between 1948 and 1949 about a hundred cutters were shipped to the Black Sea.

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## [redacted] Comments.

- (1) The S.S. Kiya with 2,120 GRT was first reported when she was on her way from Archangel to the Baltic in October 1949. Since then the vessel has been employed in the Baltic trade. On 28 April 1950 the S.S. Kiya passed Helsingoer, steering a northerly course. General Bagramian, 1,960 GRT, is not registered in the roster of commercial ships. This steamer trades in the Baltic and North Sea. The S.S. Mets, 1,174 GRT, built in 1924, trades in the Baltic and North Sea. A Matros Zhelesniak, 1,894 GRT, built in 1920, was last reported coming from Tallinn. A Henry Barbusse, 1,996 GRT, built in 1923, trades in the Baltic. Jose Dias, 1,199 GRT, trades in the Baltic and North Sea.
- (2) Wilke, 2,529 GRT, built in 1909, belongs to the A/B Ergo, shipping firm, Helsingfors (Helsinki)-Finland-Unionsgatan 24, A 3. Inger, 1,383 GRT, built in 1925, also belongs to the A/B Ergo shipowners in Helsinki.
- (3) Griboyedov, 1,816 GRT, built in 1937, trades in the Baltic and North Sea.
- (4) The S.S. Nogat, 210 GRT, built in 1937, belongs to the Ivers and Arlt-Firm, a shipping company in Lubeck. A S.S. Sundsvall, 663 GRT, built in 1889, belongs to the German shipowners Paul Zoecke and Dohse in Hamburg.
- (5) It is believed that these 1,070 tons of artillery range finders were scrap.
- (6) A Niebe, 299 GRT, belongs to the Dutch shipping company "Tublo" Scheepvaartsbedrijf, Rotterdam.
- (7) The report on the two coast-defense craft of the U.S.S.R. has not been confirmed.

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